

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	USSR (Belorussian SSR)	REPORT NO.	
SUBJECT	The Belynichi Machine-Tractor Station	DATE DISTR.	10 July 1953
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1. The Belynichi (N 53-59, E 29-44) MTS, which serviced 10 - 12 kolkhozy, had the following equipment:
 - a. 10 - 12 combines
 - b. 30 - 40 tractors
 - c. One ZIS three-ton truck
 - d. Two 1½-ton trucks (make unknown)
 - e. Two or three 5-ton trucks, only one of which was usable.

I do not know the makes of the combines, but I think they were postwar models. Most of the tractors were ChTZs, and the rest were KhTZs; I believe that most of the ChTZ tractors were postwar models, since they seemed to be in fairly good condition. I think that the KhTZ tractors were of prewar design. Some of the ChTZ tractors had treads and others had wheels; I cannot recall which the KhTZ tractors had. Those ChTZ tractors which ran on treads were wood-burning, while those which ran on wheels, including a few of the KhTZ models, were kerosene-burning.

2. At the head of the MTS was a director (direktor) whose staff of approximately twelve people included his deputy, a chief mechanic, four other mechanics, a job foreman, three office girls (with a chief over them), a shop foreman, and a fuel controller. Besides these

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people, the Belynich MTS also employed six truck drivers and several watchmen. During the time I worked at the MTS there was no Partorg (Partiynny organizator - Party Organizer) stationed there; no courses in political instruction were given.

3. Towards the end of April, the tractors were sent out to the various kolkhozy where horses were being used. Most of the kolkhozy had one tractor assigned to them, but, on rare occasions, had as many as three. The tractors remained in the fields until fall, when they were returned to the MTS to be disassembled and overhauled for the following spring. Each tractor had a three-man crew; however, only one or two of the men worked on the tractors at the MTS at one time during the winter, the others remaining on the kolkhoz. While working in the fields, the three men alternated in operating the tractor; this was particularly true during the plowing season, when the tractor would be kept in operation for 24-hour periods. During this time any breakdowns were dealt with in the field by the operators; very serious breakdowns were tended to by the MTS's mobile repair unit. Rarely was a tractor out of operation for more than two or three days, in which case it was usually because the mobile repair unit had been slow in arriving. I never heard of any instances in which a tractor had to be returned to the MTS for repairs. I have no information on the types of breakdowns or on the availability of spare parts; nor do I know anything about the distribution of fuel to operators, except that some of the operators were able to sell kerosene on the black market.
4. I do not know about any norms for tractor and combine operators or about their pay, except that they received considerably more grain than the kolkhoz workers. Furthermore, these operators were always guaranteed their grain, regardless of the harvest; kolkhoz workers had to depend, for the size of their share, on the harvest. I believe the MTS director told the operators specifically from which kolkhoz they were to receive their grain. I remember having heard some operators complain that, while they had worked at a nearby kolkhoz, they had had to travel as far as 20 km to some other kolkhoz to receive their grain. To the best of my knowledge the MTS itself received no grain, and the entire staff, including the director, was paid only in money.

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